

(ESTABLISHED 1881.)

\$30 PER ANNUM.
SINGLE COPY 10 CENTS

Intimations

STEAM NAVIGATION COMPANY.

(continued)

Hongkong, 2nd July, 1900.

Hongkong, 2nd July, 1900.

Hongkong, 2nd July, 1900.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons Captain H. D. Jones.
 "POWAN," 2,338 " W. A. Valentine.
 "FATSHAN," 2,260 " R. D. Thomas.
 "KINSHAN," 1,995 " J. J. Lossius.
 "HEUNGSHAN," 1,998 " R. D. Thomas.
 Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain E. H. Grainger.
 "SUI-TAI," 1,651 " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 6 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday, and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 538 tons Captain J. Willox.
 "NANNING," 509 " Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 6.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

(Hongkong, 18th February, 1907.)

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN	First half March
TJIBODAS	JAPAN	First half March	JAVA PORTS	First half March
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	Second half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE
JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
YORK BUILDINGS, 1st Floor.
Hongkong, 16th February, 1907

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 6th October, 1906.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

DR. M. H. CHAUN,
 THE LATEST METHOD

of the
 AMERICAN SYSTEM OF DENTISTRY
 37, DES VUEX ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND RALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS	SAILING DATES
PREUSSEN	WEDNESDAY, 27th February.
PRINZESS ALICE	WEDNESDAY, 13th March.
PRINZ LUDWIG	WEDNESDAY, 27th March.
SACHSEN	WEDNESDAY, 27th March.
ZIETEN	WEDNESDAY, 10th April.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ BIEL FRIEDRICH	WEDNESDAY, 8th May.
BAVERN	WEDNESDAY, 22nd May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

* Conveying H. M. THE KING OF SIAM, carrying second-class passengers only.

ON WEDNESDAY, the 27th day of February, 1907, at Noon, the Steamship PREUSSEN, Captain Nabrat, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th February, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th February, and Parcel will be received at the Agency's Office until Noon, on TUESDAY, the 26th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25 c and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA in-kind of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
 HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS	TONS	SAILING DATES
PRINZ WALDEMAR	3,227	THURSDAY, 28th February.
PRINZ SIGISMUND	3,302	THURSDAY, 28th March.
MANILA	1,790	SATURDAY, 20th April.

ON THURSDAY, the 28th day of February, 1907, at Noon, the Steamship PRINZ WALDEMAR, Captain W. von Senden, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return £42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return £54. 0. 0.	£35. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return £59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return £62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ LUDWIG	WEDNESDAY, 27th Feb.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ZIETEN	WEDNESDAY, 13th Mar.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS,

Hongkong, 16th February, 1907.

Intinuations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. J. and Watkins.
 Yokohama, May 23rd, 1905.

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**The Wisdom of the East
 Demands the best
 the West can give.**

**Hong Kong Agents for
 Watson's Dundee Whisky (No 10)
 Watkins, Ltd., Apothecaries Hall, Hong Kong.**

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. K. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

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HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED,
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.	Every 30 minutes.
7.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.00 p.m.	Every 15 minutes.
3.30 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.
 every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the
 Company's Office, ALEXANDRA BUILDING,
 Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 Liquidators.
 Hongkong, 27th August, 1906

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHY,
 41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING
 PRINTS AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1903.

For Sale.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
 in all kinds of

JAPANESE FINE ART CURIOUS, TEA
 SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
 Hongkong.

Hongkong, 28th April, 1906.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆國李

CABINET-MAKERS AND ART DECORATORS,
 from Shanghai, has re-opened their
 FURNITURE STORE

at
 No. 39, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club,
 Hongkong Hotel, Telegraph Co., Messrs. A.
 S. Watson & Co., Ltd., Firms and other leading
 Establishments in the Colony, to whom
 reference may be made as to the Superior Work-
 manship and Materials of the Furniture, &c.,
 supplied.

Messrs. A. S. Watson & Co., Ltd. write as
 follows:—

"We have pleasure in stating that Mr. LI
 KWONG LOONG furnished the Annex to
 our Dispensary and gave us every satis-
 faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and
 CHARGES most moderate.

AN INSPECTION INVITED.
 Hongkong, 1st February, 1907.

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Intimations.

Powell's
ALEXANDRA
BUILDINGS.

**CABINET
MAKERS.**

BED-ROOM
SUITES.

DRAWING-
ROOM
SUITES.

DINING-ROOM
SUITES.

LIBRARY
FURNITURE.

Section Bookcases.
Writing Desks.
Writing Cabinets.
Library Tables.
Hanging Bookcases.

FURNITURE
Suitable for Presents.

Fancy Tables.
Ladies' Work Tables,
(fitted).
Smokers' Cabinets.
Spirit Cabinets.
Card Tables.
Palm Stands.

&c., &c., &c.

Residences completely
Furnished.

**WM. POWELL,
LTD.,**
Alexandra Buildings,
HONGKONG.

Hongkong, 18th February, 1907.

Intimations.

NOTICE.

Mr. RACHIRAM, who was acting as our Manager for some time, has from the 17th October, 1906, severed his connection with us, and the firm will not hold itself RESPONSIBLE FOR ANY DEBTS incurred by him hereafter or before.

K. A. J. CHOTIRMALL
& Co.

Hongkong, 8th February, 1907. [43]

HARBOUR OBSTRUCTION.
CENTRAL FAIRWAY.

A SUNKEN VESSEL lying opposite NEW WESTERN MARKET is marked by Red Flag by day and Red Light at night.

CHARLES WM. BECKWITH,
Lieut. R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 18th February, 1907. [240]

SANITARY BOARD OFFICE,
HONGKONG.
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be CLEANSED and LIMEWASHED THROUGHOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the Houses should be Limewashed in respect of all the Walls of each Room and Staircase all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Limewashed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Limewashed but must be Cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yaumati service Reservoir to the Northern boundary of Kau-lung.

G. A. WOODCOCK,
Secretary.

Dated this 1st day of February, 1907. [238]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,
the 25th February, 1907, at 11 A.M.,
A QUANTITY OF
FURNITURE,
within the residence No. 34, Elgin Road,
Kowloon.

TERMS:—As usual.

F. KIENE,
Auctioneer,
Telephone No. 574.

Hongkong, 21st February, 1907. [89]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell
FOR ACCOUNT OF THE CONCERNED,
on
MONDAY,
the 25th February, 1907, at 2.30 P.M., at
No. 8, Knutsford Terrace, Kowloon,
THE WHOLE OF HIS
VALUABLE
HOUSEHOLD FURNITURE,
THEREIN CONTAINED,
Comprising:—

PLUSH COVERED DRAWING ROOM
CHAIRS, TEAKWOOD OVERMANTELS
with BEVELLED GLASS, TEAKWOOD
EXTENSION DINING TABLES, and
CHAIRS, DINNER SERVICE, TEAK-
WOOD WARDROBES with BEVELLED
GLASS, MARBLE-TOP WASHTANDS,
CARPETS, RUGS, &c., &c.;

ALSO
One COTTAGE PIANO by M. F. Rachals
& Co., Hamburg (in Good Order and Con-
dition).
On view on Saturday, the 23rd instant.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 19th February, 1907. [242]

A CELESTIAL CONFIDENCE-
TRICK!

Now, unless the conventional "little bird" has taken to telling "terminological inexactitudes," our present Mandarins, at the instigation of those others at Peking, are about to afford the Empire—and particularly the Indian portion of it—a very interesting and realistic reproduction of Aesop's fable of the dog who threw away his substantial chop in an effort to gain an imaginary joint of meat. Unless, indeed, the Unionist Press at home supports the efforts now being made from the side of India to avert such a mischievous piece of folly. Little wonder need there be, after the revelation of the nature of the Chinese opium proposals which the celebrated Peking correspondent of the Times has sent, that Sir E. Grey should have concealed the nature of these from the Unionist Opposition in "the House," when announcing that they were receiving sympathetic consideration. Really, their colossal impudence is almost sufficient to cause the great Pan—who knew his Mandarin—to turn in his grave. For Peking actually assumes that British officials and merchants in India are so corrupt and untrustworthy that it is necessary for China to send a member of that just, honest, and reliable class—her Mandarins—to be installed in India to investigate and supervise their proceedings. But here is a review of these precious proposals as Dr. Morrison gives them, and his description of them, unless my native friends are quite misinformed, rather under, than over, states the case. Peking first requires that the Indian opium trade with China shall be entirely suppressed within the next ten years. Next, the writer supposes on account of Peking's knowledge that the British Government is in the habit of evading, ignoring, or repudiating its solemn engagements, unless confronted by armed force, a Chinese Mandarin is to be established in India to, as it were, pin its Government down and prevent any trickery! The third condition requires that the present export duty on Indian opium shall be doubled, although the imported drug is always subjected to so many unauthorised and vexatious squeezes before it reaches the Chinese purchaser that the nominal duty is in reality more than doubled already. In the fourth place, there is to be "an arrangement" with the Hongkong authorities regarding the prevention of the entry into China of prepared opium. As to this, of course, Hongkong, the third port of the British Empire, being a Crown Colony, must submit to whatever conditions Little England-cum-Mandarindom may choose to impose upon it, even if they involve the maintenance of a preventive service to protect the pockets of Chinese Mandarins. Thus, a blockade, similar to that which endangered the freedom of the port when it was attempted before could this time be imposed with impunity. The fifth condition stipulates for the enforcement (presumably by the British authorities) of the Chinese opium regulations in the British settlements in China. But perhaps the sixth and last proposition is the gem of the collection, for it stipulates for the "immediate enforcement" of the Morphia clause of the Mackay Treaty, without waiting for the assent of the other Powers—also, though naturally, this does not appear in the text—before the fulfilment by China of the stipulations of this treaty, which she has persistently ignored ever since she signed it on September 2, 1902. It is amusing to note, too, that China naively admits that she expects some difficulty with the other Powers—this because their Governments, unlike our own, prefer the protection of their nations' interests to embarking on a policy of make-believe magnanimity at their expense. Before the contemplated mischief is done in India, therefore, the effects of it should be brought before the public at home. But here are the facts in a nutshell.

Those who control the policy of the Chinese Government have not (and for three centuries their predecessors never have had) any motive in issuing opium edicts beyond "save face." The writer recollects more than one really genuine attempt at reform in this direction in the south, ending in complete failure, since "the sixties." Let us, therefore, look the facts squarely in the face before coming to any conclusion. If we do, we find that the present Opium Edict was issued at the instigation of H.E. Yuan Shih-kai, and that the new regulations for enforcing it were drafted by Tang Shao-yi, the Cantonese lieutenant of Yuan Shih-kai, and both of them are, therefore, doubly suspect to the old, or retrograde, Manchu Court party, who are as averse to reform as hostile to "the Cantonese clique"; and if any one suppose that these do not still sway the destinies of the Dragon Throne, or that they are not, in other words, "the power behind it" still, that person does not know his China. For the Reformers, good men and true (according to their lights) as some of them are, are merely the catpaw, though doubtless the paw of a large and growing cat, and one that seems at times to move the hand that really guides it towards that coveted chestnut in the fire—the expulsion of the hated foreigner. More than this, supposing that no such influences were at work, the suppression of opium smoking in China ten years—or in thirty years for that matter—is an impossibility. Even Japan could not do it. The writer knows the Chinese people, and knows their rulers. There is no real change in any respect; the only difference is that views and actions that on a small scale were expressed and attempted as far back as '69 by a little group of enlightened and patriotic statesmen, gentry, and merchants in Canton and Southern China (from whence real reform will come, when it does, and at the bayonet's point), are now the rage, and are enacted elsewhere or proclaimed on the housetops all over the more enlightened parts of the Empire. But the

mountain, if it really is in labour, is so prematurely, and will produce but a ridiculous mouse. Again, if our foolish Mandarins suppose that an enormous loss of revenue, the risk of riots that may lead to serious rebellions, the displacing and reducing to penury of most of their adherents, will be tolerated by the powerful reactionary personages who in the last resort always have been, and still are, China, why, their ignorance of that Empire is monumental. But, let us see what effect the Opium Edict of September 20 last has already produced on the forty millions or so of opium smokers that it affects. Has the sale of the drug at all decreased? Quite the contrary: it has gone up "by leaps and bounds" among the retailers, whilst considerably large quantities of the Indian and native drug have been placed on the market, as the Customs Returns will show; and this in face of the slight decrease of the demand for the former during the last few years. Of course, optimists like some of the younger missionaries, the native reformers, and the writers in the curious new native newspapers, will babble of progress; but in reality the sole gain is the suppression of the "opium dens" under the jurisdiction of the patriotic Viceroy Yuan Shih-kai. But, then, these (like the gambling houses) being nests of criminals and the habitual meeting-places of pirates, smugglers, and "toughs," that was a step that the writer always persuaded Southern high officials to take as far back as '70. Neither is the suppression of opium smoking in the foreign-drilled troops anything new, or, for that matter, is a vigorous crusade against it amongst the officials. Unfortunately, though, this never affected the great majority of the real rulers of China. Therefore, it behoves our present ever-ready-to-muddle-and-muddle Mandarins to pause, lest instead of "assisting China into the paths of righteousness"—the cant term apparently for a mischievous and wholly uncalled for, at the present stage, surrender of India's interests—they should merely produce widespread destitution in that Empire, and lay additional burdens on her already hardly-pressed taxpayers, to fill the pockets of Mandarin monopolists of the home-grown drug in China. How very serious the loss to India would be the following figures disclose. The Indian revenue from the sale of opium during the year ending 1905 amounted to £6,021,499, whilst the total revenue of that Empire is less than £85,000,000. But, to take only the Patna district, or rather division, of India (about 23,675 square miles), which contains a population of over 16,000,000 of our native fellow-subjects, the amount of suffering and misery that the extinction of this industry in nine years would cause, would be enormous. Surely, therefore, the reports and returns from the Anglo-Indian Government Opium Agency at Patna might be now studied with advantage by our Little-Englanders, unless, indeed, those of them in the Cabinet desire to add a "perish India" policy to their calamitous colonial one.

In conclusion, the writer, who has seen the evil effects of opium for many years in China every day of his life there, would be the last to advocate the continuance of the present Indian trade in it, should the evil habit ever really be got under control; but till undeniable evidence of this is really to hand, the only step for our Government to take is to attempt to find a solution of the problem of what is to be done with the land and the people, in whole districts of India, if—and when—the day should come when opium smoking in China is really almost "a thing of the past." But this bearing in mind the little progress that up-to-date Japan has been able to effect amongst the small Chinese population of Formosa, despite all the zealous endeavours and efficient methods in the period of ten years, seems to the writer at the best but a pleasant dream, at the worst a Mandarin attempt to play a political confidence trick on a too innocent and confiding British Prime Minister.—"W. F." in *Pall Mall Gazette*.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.60 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag
ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 2nd October, 1906. [148]

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION.

AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
T. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [45]

Intimations.

A FAIR EXCHANGE.

Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a hoarse like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOLE'S PREPARATION have always acted on very different principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Influenza, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in its most palatable form." It stands in the front rank in the march of medicine. It is a scientific remedy and a food, with a delicious taste and flavour. No slow or doubtful action. "It cannot disappoint you." Sold by all chemists.

9

WANTED.

PRIVATE TUITION FOR BOY in English, French, Mathematics, etc., one hour daily. Apply, stating terms, etc., to—

"S."

C/o Hongkong Telegraph.

Hongkong, 3th February, 1907. [201]

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that AFRICAN CIGARETTE COMPANY, LIMITED, Registered Office, Cecil Chambers, 66, Strand, London, W.C., England; Tobacco Manufacturers, has, on the 17th day of October, 1906, applied for the Registration in Hongkong, in the Register of Trade Marks, of the following Trade Marks:—

The words:—HEMELY and SHADOOF.

A label of two panels of equal height. The panel on the right has on either side an ornamental border and at the top there is an arch of ornamental design with some Arabic characters underneath indicating the words "Hemely Egyptian Cigarettes." Extending across the label is a band upon which appears the distinctive word "Hemely" and the words "Egyptian Cigarettes" underneath which and extending almost to the bottom of the label is the representation of an Egyptian water carrier. In the upper part of the space occupied by this picture is a representation of an escutcheon and in the lower part the words "Cairo Egypt." At the foot of the panel is a band with an ornamental border at the foot and the name "African Cigarette Co., Ltd." with the equivalent in Arabic characters. On the left-hand side of this panel is a narrower panel which contains in the middle a disc whereon is a reduced representation of an Egyptian water carrier, previously described. On one side of this device are the words "100 Hemely Egyptian Cigarettes" and on the other side the Arabic equivalent for "100 Hemely Egyptian Cigarettes." The end of the label is finished off with a border of conventional design.

A label bearing a representation of an Egyptian scene in which appears a device for raising water known as "Shadoof" with a man in native costume operating the same. In the upper part of the label is the word "Shadoof" in fancy type and in the lower part some Arabic characters, the English equivalent for which is "Shadoof Egyptian Cigarettes," followed by the name "African Cigarette Co., Ltd., Cairo Egypt," and the equivalent in Arabic characters of the name "African Cigarette Co., Ltd."

The Trade Marks are intended to be used by the applicants forthwith in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.

Dated the 21st day of December, 1906.

DENNYS & BOWLEY,
Solicitors for the Applicants.

1220.]

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARKS.

NOTICE is hereby given that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have, on the 13th day of December, 1906, and the 8th January, 1907, respectively, applied for the Registration, in Hongkong, in the Register of Trade Marks of the following Trade Marks, viz:—

1. Twelve Pigs.

2. Four Gold Fish.

In the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the Applicants in respect of the following goods, viz:—

IN RESPECT OF FLOUR IN CLASS 42.

A facsimile of such Trade Marks can be seen at the office of the Colonial Secretary of Hongkong, or of the Undersigned.

Dated the 21st day of January, 1907.

HASTINGS & HASTINGS,
Solicitors for Applicants.

38, Queen's Road Central.

141.]

Entertainment.

SCOTTISH MASONIC QUADRILLE
ASSOCIATION.

THE FIFTH and REGALIA DANCE will be held in the CITY HALL on THURSDAY, the 7th of March. Dispensation to Wear Regalia for ENGLISH and SCOTCH MASONS has been received from the Dist. Grand Masters. No invitations to this dance will be issued after the Fifth Day of March.

A Launch will leave the Star Ferry Wharf at 2 A.M. to convey Kowloon residents back.

JOHN J. BLAKE,
Hon. Secretary.

Hongkong, 19th February, 1907. [243]

Notice of Firm.

NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is this day authorised to SIGN the name of our Firm.

SHEWAN, TOMES & Co.

Hongkong, 15th February, 1907. [231]

Intimations.

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 23rd instant.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are now being sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved for Chinese Ladies and their Female attendants in the Stand erected on the plot of Ground next to the Lusitano Club Stand.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 21st February, 1907. [233]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1907.

SATURDAY (OFF-DAY),
23RD FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate.

Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 21st February, 1907. [233]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACE COURSE during the Race Days WITHOUT TICKETS, which can be had on application to the Undersigned.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 16th February, 1907. [234]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Building, New Praya, on MONDAY, the 25th February, 1907, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th February, both days inclusive.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 1st February 1907. [188]

GREEN ISLAND CEMENT CO., LD.

THE EIGHTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Office of the General Manager, St. George's Building, Victoria, on SATURDAY, the 2nd March, 1907, at 11 o'clock, A.M., for the purpose of receiving a Statement of Accounts and the Report of General Managers for the year ending 31st December, 1906, declaring a Dividend and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th February, until SATURDAY, 2nd March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th February, 1907. [241]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned at 11 A.M., on THURSDAY, the 7th March.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st inst. to the 7th proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong Fire Insurance Company, Limited.

Hongkong, 11th February, 1907. [222]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

THE DIVIDEND declared for the half year ending 31st December, 1906, at the rate of ONE POUND and FIFTEEN SHILLINGS together with a BONUS OF ONE POUND Sterling per Share of \$125, is payable on and after MONDAY, the Eighteenth day of February, current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 16th February, 1907. [245]

Intimation.



**A. S. WATSON & CO.
LIMITED.**

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe have
been especially selected and pro-
cured from the celebrated Firm of
**C. G. SANDEMAN
SONS & CO.**
London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED,
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

BIRTH.

SINCLAIR.—January 15th, at Ilford, wife of
SINCLAIR, R.N.R., P. and U. Co., daughter.

DEATH.

PICKERING.—January 15th, at San Remo, W.
PICKERING, C.M.G., late Protector of Chinese,
Straits Settlements, aged 66.

The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 21, 1907.

JAPAN'S TRADE IN CHINA.

When Japan definitely made up her mind to capture, if possible, the trade of Northern China, she went about it in no underhand way; she took the world at once into her confidence. Already results are visible, and a few facts, culled from our northern contemporaries, should not be without interest, as showing the growing success achieved by the Japanese. Japan first competed seriously in this direction at the close of the China-Japan war, and since then has worked steadily towards the desired end. Last year she had to her credit a tonnage far greater than in any previous year, save 1902 and 1903, and she promises to eclipse all annual records during the current year. In 1891 only eleven Japanese ships entered Tientsin, with a tonnage of 8,560 tons. In 1903 the figures were 171 ships, with 162,558 tons burthen. The recent war interfered with Japanese shipping, but the restoration comes with a renewed vigour, the figures being, for the first six months of 1906, 107 vessels entered Tientsin of a total burthen of 133,008 tons. Strong though Japan's entry into the China trade is, the share of the piece-goods market has been entirely a matter of price, for the quality of the goods is in no way comparable with that of English and American products. One way in which the Japanese are going to secure and hold an appreciable element of the Chinese trade, is through their ability to go there and open retail stores on an equal competitive basis with the Chinese themselves. Such they are now doing in Tientsin, and with their high sense of the artistic and what appeals to the eye they are generally able to make their displays much more attractive to the purchasers than are the native merchants. Moreover, they have among their household supplies many small articles which should gradually win their way into the Chinese domestic economy, which can be laid down at prices well within the range of their usefulness. These sales will help to give stability to their business and make possible the introduction of other goods that compete with Western exporters.

LOCAL AND GENERAL.

In a report just issued on the health of our troops at home and abroad in 1905 it is stated that out of a total strength of 240,075 men, 141,849 were admitted to hospital in the year, 1,396 died, and 3,700 were finally discharged from the service on account of disease and injuries. A general improvement is shown on former years.

Lieut. M. H. Hammond, Royal Garrison Artillery, lately serving with No. 43 Company, Cork Harbour, has been selected for the appointment of aide-de-camp to Major-General Thomas Perrot, C.B., the new chief of the troops in the Straits Settlements. Lieut. Hammond has held a commission as a gunner officer since July, 1903.

THERE are persistent rumours, says a Woolwich correspondent, of pending changes in the control of the Government factories at Waltham Abbey. In some quarters it is said that Colonel Nathan is to take up a Government appointment at Hongkong. The probabilities are, however, that Hongkong means, in this instance, Woolwich Arsenal.

ACCORDING to a Shanghai telegram to the *Wing*, Mr. Carnegie, the British Chargé d'Affaires at Peking, has sent a note to the Chinese Government asking the latter if it is prepared to pay damages for the loss inflicted on the British merchants engaged in the importation of opium which the Peking authorities have prohibited by a recent decree.

THE will has been proved at £13,271 of Vice-Admiral William Metcalfe Lang, R.N., aged 63, of Denville, Havant, Hants, a Mandarin of the Peacock Feather, and from 1886-89, Admiral and Commander-in-Chief of the Chinese Navy, a member of the Order of the Double Dragon of China, whose death was recently announced in these columns.

UNABLE to pay a dividend for the second half of 1906, the Osaka Shosen Kaisha, the second largest shipping concern in Japan, explains that this unsatisfactory state of affairs is chiefly due to the competition following the release of a large amount of tonnage from transport work. Other causes operated against the success of the Company on the China coast and Yangtze River.

FOR many months past, according to the *Express*, the Government has been making experiments with a view to a possible aerial war, and arrangements are already in progress for the formation of a home and attacking fleet of airships. Nearly 500 men are being trained for service in Britain's future aerial fleet. This aerial force will consist of balloons, kites, and aeroplanes. One of the new balloons will be launched in the course of the next few months.

THE death has taken place at West Hampstead of the Rev. Thomas Gillman, one of the senior Congregational ministers in the Metropolis. He went out to China 58 years ago as a missionary, and laboured for some years at Canton and Amoy. Returning to England, he became the Minister of the Erith Church, and afterwards of Blackfriars Church, Aberdeen. His last pastorate was the West Croydon Church, which he resigned in 1883.

CHOLERA is said to be very much on the increase in Bangkok at late. It is stated that the practice of hiring gharrys to remove dying victims in the night to some out of the way place has been tried, frequently, with success. A gruesome scene was witnessed near the Bangkok bridge, near Bangkok, recently when the wheel came off a coffin cart, and the coffin fell out and the corpse rolled across the road. Many who were passing by ran to a safe distance!

AN old-time English barrister was John Williams, a sarcastic wit and a bachelor, with an intense prejudice against marriage. His clerk one day asked him for a holiday to get married, and some months afterwards, on entering his chambers, Williams found his dead body suspended from the door. He engaged another clerk and asked him if he was married. "No," the clerk replied, but thinking Williams would regard marriage as a guarantee of steadiness, he added, "I am going to be." "Very well," replied Williams; "but understand this—when you hang yourself, don't do it here!"

THE Duke of Connaught and Prince Arthur will soon be able to fly their own flags. It is officially intimated that the King has approved the designs of these flags. Practically they are the Royal Standard, with certain additions. Ships in which the Duke of Connaught or Prince Arthur are embarked will fly the personal flag of their Royal Highnesses, just as they would the Royal Standard if the King were aboard. The new flags will also be used to indicate the presence of their royal owners at ceremonials ashore, the Royal Standard being reserved for the King, the Queen, and the Prince of Wales.

A STORY of the suicide of a dog at a London railway station is vouched for by a correspondent of the *Chronicle*. At Crofton-park Station there is a slope which leads down to the side of the railway line, and the correspondent who was waiting to catch the ten minutes to Victoria, noticed the dog walking about this slope in a lost kind of way, and apparently having no owner near at hand. Several times it started to go to the line, but each time seemed to change its mind, and ran back up the slope. The train which leaves St. Paul's Station at twenty-two minutes past one P.M., and arrives at Crofton-park at thirteen minutes to two then ran into the station, whilst the dog stood quietly looking at the engine, which was a yard or two from the bottom of the slope. As soon as the train had reached the slope the dog, with almost human instinct, ran forward and placed its head on the line, apparently with the idea of courting death, and in a few minutes it was crushed as the train passed over it, severing the head completely from the body. Cases of suicide in the canine world are not unknown, as there is a recorded instance of such a thing a few years ago in the Regent's Canal, and another in the White Stone Pond, at Hampstead.

TELEGRAM.

"HONGKONG TELEGRAPH"
SERVICE.

IMPORTATION OF FIRE-
ARMS.

MAY BE LICENSED.

[From Our Own Correspondent.]

Shanghai, 21st February.
1.5 p.m.

Revised rules for the importation of arms into China having been promulgated at Peking, the Municipality proposes to call a meeting of the ratepayers for 20th March to introduce amendments in the land regulations, and for licensing the sale of fire-arms within the settlements.

WU CHOW NOTES.

THE rumour of the piracy on the Nanning Customs Staff given with considerable reserve in your issue of the 15th, turns out, as at the time was suspected to be a mere canard. What gave some colour to this rumour and how it originated it is difficult to ascertain, but the only possible solution is the fact that one of the houseboats, containing Mr. Neubrunn of the Nanning Staff, struck a rock between Kuan-how and Kwei-yuen and lay in a helpless and exposed condition, practically in the pirate zone. A private news from Nanning reports the safe arrival of the Customs Staff on the 15th February, and with the exception of Mr. Neubrunn, whose things got water damaged when the junk struck a rock, the party arrived safe and well, and without any particular stirring incidents to relieve the monotony of the journey.

NANNING CUSTOMS STAFF.
The many friends of Mr. E. von Stranch, late acting Commissioner of Customs in Wuchow, and now of Nanning, will be glad to hear of his promotion to Deputy Commissioner. Mr. von Stranch is very popular with all classes on the West River, and was specially applied for by the Viceroy of this province to open the new port. Mr. R. Mansfield, from Canton, left Wuchow on the 16th to take up his appointment in the Nanning Customs. He left here per motor launch *Tien Kong* and ought to reach his new port in about five days.

NEW GIRLS' SCHOOL.
For some considerable time there has been talk of the local gentry combining to open a school for girls. A big foreign building, suitable for a school was erected on the Bund, and has remained unoccupied since it was built. The reasons given for not establishing the school on the completion of the school building were two, viz., that there was not sufficient fund to ensure its prosperity; and, secondly, that some of the promoters objected to the school being opened at all on purely moral grounds. The party sustaining the latter objection contended that as girl schools were frequently visited by so-called examiners and inspectors to report on the progress of the pupils, that invariably these examiners and inspectors abused their positions, and gave rise to scandal, etc. Both these objections have now been overcome; the gentry have collected a large sum of money between them and are to form a board amongst themselves and act as Honorary Examiners and Inspectors. The Wuchow Girls' School will accordingly be opened with due ceremony sometime about the 1st of March. The objects of the school are to give the daughters of the gentry an ordinary school education, paying special attention to domestic and other useful accomplishments that are expected of the daughters of a Chinese Gentleman. The school is receiving the strongest support and ought to do well.

CHINESE NEW YEAR.
Another Chinese year has gone and come. The new year was celebrated by the natives of Wuchow in the usual noisy manner, and crackers, bombs, etc., were fired all day and all night on last Tuesday, without cessation. The foreigners as usual had two sleepless nights, as the din was something terrific. The merchants have now all resumed another weary year of toil and business, and are looking forward to better times than they enjoyed last year. A few homes have "put up the shutters" and retired from business owing to being unable to effect the usual settlements at this time of the year. The local native banks have helped a number of merchants to settle up, but advancing money at exorbitant rates of interest. By far the greater number of failures amongst native business houses this year, were those dealing in foreign sundries. These firms thinking to take advantage of the recent favourable exchange bought large stocks of sundries which they were unable to clear and consequently found themselves short owing to dead capital in stocks for which there is no market. Amongst exporters those dealing in melon seeds have been hard hit as the market price of the commodity has gone down considerably. Melon seeds which fetched last year 16 taels per picul are now readily offered at 6 taels and even at this figure it is hard to find purchasers. Trade is absolutely stagnant, and with the money market being particularly tight just now the prospects are in no way favourable. Notwithstanding, the philosophic Chinese trader is making all preparations for a busy forthcoming year.

SOCIAL.
We have had H.M.S. *Robin* in port since the 11th February, and as it usual the stay of a gunboat in port always lived up our small community. Numerous games of football have been played, in spite of the cold and wet weather we are experiencing, and these games have been most enjoyable to the various participants. The community in general regrets that the majority of the present ship's company of the *Robin* are going home shortly, and that this is their last visit to Wuchow. The present crew of the *Robin* have endeared themselves to us by their splendid sportsmanship, etc., and a game of football, cricket or a shooting match with them was always an eagerly looked forward to, if not equally contested, event. We wish the *Robin* an enjoyable time at home, and hope their successors will be as nice a sporting lot as they were.

TELEGRAMS.

[Reuters.]

The United States and Japan.

LONDON, 19th February.
The Washington House has also passed the amended Immigration Bill, and the State Department is preparing to resume negotiations with Japan for the regulation of immigration. It is expected that the result will be that Japan will withhold passports from coolies. On the basis of the agreement with President Roosevelt, it is provided that all children in San Francisco, of alien races, under 16 years of age, who speak English, may be admitted to the white schools.

Turkey.

The overthrow of Sir Fehim Pasha, which was due to the strenuous intervention of the German Ambassador, supported by Sir Nicholas O'Connor, the British Ambassador, has caused universal satisfaction in Constantinople.
The funeral of Signor Carducci.
The funeral of Signor Carducci at Bologna was an unparalleled manifestation of national grief. 40,000 people followed the hearse. The Royal family was represented by the Comte de Turin.

CANTON DAY BY DAY.

[From Our Own Correspondent.]

Canton, 19th February.
On the 11th instant, H.E. the Viceroy forwarded a despatch to the Canton-Hankow Railway Company, informing the Board of Directors that a telegraphic despatch has been received from the Ministry of Posts and Communications at Peking, stating that the proposed mass public meeting of the Company for the purpose of electing a president, a vice-president, and other members of the Board of Directors, is not to take place on the first mentioned date, but to take place on another fixed date, after the audit of the Company's account books has been completely finished, and everything found correct. On receipt of the above despatch the Directors of the Company at once sent telegraphic messages informing the various shareholders both at home and abroad.

A telegram to hand states that the Central Government at Peking has proposed in future to alter the term of office of a district magistrate to a six years' term instead of a three years' term as formerly, for the purpose of avoiding cases of corruption and such like practices arising from the frequent change of new officials.

It is rumoured that Admiral and Commander Li-Chuen of the province of Kwangtung will be transferred to Kwangsi to take up the position of Admiral in that province.

H.E. the Viceroy has instructed the Canton Bureau of Commerce, Industry and Agriculture to issue invitations to the Seventy-two Guilds' Association of Canton, inviting the association to send one member of each of the guilds of the association to a reception which will be held at the Bureau on the eighth and ninth days of the present moon, by H.E. the Viceroy.

Canton, 20th February.
Yesterday, H.E. the Viceroy received the Italian Consul General at Canton in his yamen and discussed sundry matters in connection with the installation of wireless telegraphy in Canton.

To-day the Canton Bureau of Commerce, Industry and Agriculture deputed Wei-yuan Chu to visit the different parts of the province to investigate into the sugar-cane growing industry with the intention of preparing a report on the advantage of opening sugar manufacturing in various districts.

The newly-formed road outside the Eastern Gate of the city which extends from this place to Intang has now been completed. Yesterday a certain merchant petitioned the Sin Lau Kuk applying for the right of running rickshaws on this road, stating that he is willing to pay a royalty of 3,000 taels per annum for the sole privilege.

A rumour is afloat in official circles stating that "Chao Eih-sher," the Tatar General of Fengtien, will be appointed Viceroy of Yunnan and Kweichow, and Viceroy Shum will be appointed to the viceregal position of Szechuan. Tsi Liang will be appointed to the vacant post of Tatar General of the province of Fengtien.

Yesterday H.E. the Viceroy issued a proclamation stating that in future, if any public meetings are to be held, the conveners of the meeting are to report this fact at the nearest Police Station, so that a police officer may be sent to the place of meeting to keep order during the proceedings.

On the 6th instant, a large number of robbers attacked a village called Lio Tang in the locality of the district of Sai Chiu, and ransacked about twenty houses. Alarm being raised, the village soldiers immediately assembled at the scene of the outrage, and vigorously offered the robbers resistance. At last the robbers were compelled to retire, leaving their booty behind, and made off with the soldiers at their heels in hot pursuit. In the encounter between robbers and soldiers four were slain, and one soldier was seriously wounded, and died after a few days. Within the last ten days of the closing of the old Chinese year there were reported no fewer than five or six cases in the district of Sai Chiu.

SHIPPING AND MAILS.

MAILS DUE.
American (*Hongkong Maru*) 24th inst.
Indian (*Kutlang*) 27th inst.
German (*Prinz Ludwig*) 1st prox.
Australian (*Changshan*) 13th prox.

The P. M. S. S. Co.'s s.s. *China* arrived at San Francisco on 18th inst.
The P. & A. S. S. Co.'s s.s. *Nicomedia* sailed from Astoria on 16th inst., for Hongkong via the usual route of call.

THE RACES.

STEWARDS.—His Excellency Sir Matthew Nathan, C.M.G.; His Excellency Vice-Admiral Sir A. W. Moore, K.C.B., K.C.V.O., C.I.C.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Commodore H. Pigot Williams, R.N.; Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; Lieut.-Col. A. E. Aitken; The Hon. Mr. W. J. Gresson; Mr. J. A. Jupp; Captain F. W. Lyons; Messrs. J. C. Peter; H. P. White; H. R. R. Hunter; G. C. C. Master; and D. Macdonald.

CLERKS OF THE SCALE.—Messrs. H. P. White and D. Macdonald.

HANDICAPERS.—Major H. P. E. Parker and Capt. F. W. Lyons.

JUDGE.—Sir Paul Chater, Kt., C.M.G.

STARTER.—The Hon. Mr. F. H. May, C.M.G.

SECOND STARTER.—Mr. C. H. Ross.

TIME KEEPER.—Mr. T. S. Forrest.

HON. TREASURER.—Mr. C. W. May.

CLERK OF THE COURSE.—Mr. T. F. Hough.

THIRD DAY, 21ST FEBRUARY.

To-day was the Ladies' Day of the annual Race meeting, and it was also the concluding day. The weather conditions were much the day as on the previous days; cold and windy, and towards the afternoon rain threatened to fall which, fortunately, held off, there being only a very slight drizzle towards the end of the day's proceedings.

There was the same enthusiastic gathering within the enclosure and on the green within the rails. The ladies, in honour of the day, appeared in full muster. Their presence and the pleasing colours of their varied costumes lent charm and effectiveness to the scene around.

H. R. H. Prince Fushimi, who arrived in the forenoon, and suite were present at the races in the afternoon. The royal visitor went down with H.E. Sir Matthew Nathan, accompanied by his A.D.C.'s after tiffin. The party followed the races with much interest from the Governor's stand where was also present Mr. Mansfield, H. M. Consul-General at Canton. They stayed until the end of the ninth race when Triumph Rose—for two years in succession—brought home the "blue and white stripes" for Mr. H. N. Mody in the Champions.

To-day's racing produced some keenly contested finishes and, as usual, on the turf not a few surprises also. White Blaze's win in the Great Southern Stakes was responsible for the biggest dividend of the meeting in the "Pari" when the lucky backers were paid at the rate of \$261.40 for every \$5 ticket.

The Ladies' Purse was won by Mr. Johnstone on Cotswold. The presentation was made by Miss Master at the conclusion of the race on the Grand Stand. Cheers and a "tiger" were then called and heartily given for Miss Master and the ladies of Hongkong.

The Hon. Mr. W. J. Gresson's win on Quorn in the Consolation Stakes was a decidedly popular victory. Ewo's chief received vociferous cheers as the winning pony walked past the spectators in the paddock.

The race for the Champions was productive of much keen rivalry and enthusiasm. "The Prophet" foretold a win for Buxey's stable in last evening's *Telegraph*, and he was right. Mr. Mody did not declare "the best to win," and so Triumph Rose carried home his stable colours again this year, although Glorious Rose had the race all to himself within a few strides from the winning post. Cotswold made a gallant effort against the Roses; but that was all he could claim. His contestants were, without a doubt, much the better ponies.

The detailed results of the other races are recorded below.

The excellent Band of H.M.S. *King Alfred*, under Bandmaster H. Reely, discoursed pleasing selections of music according to the following programme:—

1.—March—"Manhattan Beach".....Souza
2.—Overture—"Tancrède".....Rossini
3.—Selection—"The Gondoliers".....Sullivan
4.—Serenade—"La Paloma".....Gardner
5.—Selection—"The Gondoliers".....Sullivan
6.—Valse—"Santuzza".....Grieg
7.—Selection—"The Gondoliers".....Sullivan
8.—Gala—"Von Haus zu Haus".....Faust
God Save the King.

1.—THE BIRTHDAY CUP.—Presented by Mr. A. Babington. Second to receive \$100; and third \$50. For China ponies, bond fide griffins on date of entry. Winners of one race 5 lb. extra; of two or more races 1 lb. extra. Subscription griffins non-winners allowed 5 lb. Entrance \$10. Three-quarters of a mile.

Mr. Fox's Black Pansy, 1st 9 lbs. (Moller) 1
Mr. John Peel's Southdown, 1st 9 lbs. (Gresson) 2
Mr. C. H. Ross's Ben Eion, 1st 3 lb. (Dupree) 3
Mr. Ellis Kadoorie's Manchurian Chief, 1st 13 lb. (Zahn) 4
Messrs. T. F. Hough and J. Shewan's The Pride of Cadzow, 1st 13 lb. (Mackie) 5
Mr. John Peel's Beaufort, 1st 13 lb. (Johnstone) 6
Mr. Buxey's Dwarf Rose, 1st 12 lb. (Master) 7
*5 lbs. allowance.

Ben Eion's chance for the race was discounted by the 5 lb. penalty he had to carry. Black Pansy accordingly claimed good patronage and Master's mount (Dwarf Rose) as usual had a good number of backers. The more adventurous ones backed spare "fivers" on The Pride of Cadzow for a big "div" which they did not get. The start was from the Football Stand. Manchurian Chief had the best position near the rails, with Dwarf Rose right out. Manchurian Chief was left behind when the flag dropped and Dwarf Rose showed first. Manchurian Chief was not slow in making up for

his bad start and at once rushed up to the leaders. At the climb Beaufort was second and closely following him his stable companion, then Ben Eion and Black Pansy together; the Pride of Cadzow was last. At the village John Peel's couple showed to the front and in their wake Black Pansy and Ben Eion. A fine race ensued in the home straight and was won by Black Pansy from Southdown with Ben Eion in the third place. Dwarf Rose was last.

Time: 1:34 4/5.
Winner: \$7.50.
Pari-mutuel: 1st \$5.80; 2nd \$7.10; 3rd \$10.20.

Following is the betting:—

Placed Betting:
Black Pansy

Bilsdale	19
Highland Heather	88
Saladin	25
Autumn Rose	138
Huang	16
No Wanchee	14
Robbie	11

Placed Betting:
Moorish Chief ... 42
Homocoe ... 376
Bilsdale ... 51
Highland Heather ... 303
Saladin ... 47
Autumn Rose ... 254
Huang ... 45
No Wanchee ... 21
Robbie ... 24

4.—THE LADIES' PURSE.—Presented Second to receive \$100, and third \$50. For China ponies. Weight for inches as per scale. Winners at this meeting other than subscription griffins 5 lb. extra. Unplaced runners and jockeys who have never had a winning mount allowed 5 lb. Allowances accumulated. Entrance \$10. Once round.
Mr. John Peel's Cotswold, 11st 10lb (Johnstone) 1
Mr. Fae's Comanche, 11st 10lb (Moller) 2
Mr. Copenhagen's Crisis, 10st 12lb (Zahn) 3
Mr. F. B. Marshall's Tip Cat, 11st 10lb (Vida) 0
Mr. Godfrey Master's Blue Nile, 11st 6lb (Owner) 0

*5 lb allowance.
The position at the post was Crisis, Blue Nile, Tip Cat and Comanche. Tip Cat led at the start from Comanche, with Blue Nile third, Crisis fourth and Cotswold last. At the Foot-ball Stand the field was well spread out. Tip Cat led by ten lengths from Comanche, Blue Nile was third, while Cotswold brought up the rear many lengths behind. Up the incline Blue Nile reduced his distance with Comanche with whom he drew level at the village. Cotswold now came up strong, and taking the inside course, soon drew level with the favourite, Blue Nile, whom he displaced at the straight, winning easily by six lengths. Blue Nile was last. Comanche second and Crisis third.

Time: 1:14
Winner: \$14.10
Pari-mutuel: 1st \$9.30; 2nd \$10.50.
Following was the betting:
Winners:
Crisis ... 52
Comanche ... 99
Tip Cat ... 108
Blue Nile ... 324
Cotswold ... 271
Placed Ponies:
Crisis ... 39
Comanche ... 205
Tip Cat ... 161
Blue Nile ... 362
Cotswold ... 255

At the conclusion of the race the ladies adjourned to the Grand Stand where Mr. Johnstone, the rider of the winner, Cotswold, received the Purse, presented by the ladies of Hongkong, on whose behalf Miss Master made the presentation. She received a beautiful bouquet of flowers from Mr. Johnstone. Three cheers and a "tiger" were then given to Miss Master and the ladies of Hongkong.

There was an interval for tiffin after the race for the ladies' Purse.
5.—THE FLYWAY STAKES.—Value \$400. Second to receive \$100; and third \$50. For China ponies bond fide griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb. extra; of two races 7 lb. extra; and of three or more races 10 lb. extra. Jockeys who have never had a winning mount allowed 5 lb. Entrance \$10. Seven furlongs.

Mr. John Peel's Southwold, 11st 10lb (Johnstone) 1
Mr. Buxey's Spring Rose, 11st 8lb (Master) 2
Mr. Fae's Marsala, 11st 6lb (Vida) 3
Mr. F. B. Marshall's Tip Cat, 11st 10lb (Moller) 0
Mr. C. H. Ross's Ben Eion, 11st 13lb (Dupree) 0
Black Pansy gave some trouble at the start, but when the field got away Ben Eion forged ahead, followed by Black Pansy, Southwold, Marsala and Spring Rose. At the Bowington bend the position was unchanged. Southwold beat Marsala in the third position. At the foot of the hill Spring Rose closed in slightly with the pair before him and drew level with them at the village. Ben Eion still commanded a long lead, Black Pansy was second. Wheeling round Spring Rose, following his rider's favourite course, took the outer course, while Johnstone brought Southwold dangerously near the leader whom he displaced on entering the straight, hotly pursued by Marsala. Master called upon Spring Rose a trifle too late and when the post was reached he lost the race by half a length to Southwold; another (unlucky) might have reversed the judge's decision. An exciting finish.

Time: 1:53 7/5
Winner: \$16.80
Pari-mutuel: 1st \$8.20; 2nd \$5.90.
The bettings were:
Winner:
Black Pansy ... 155
Marsala ... 133
Spring Rose ... 527
Southwold ... 121
Ben Eion ... 54
Placed Betting:
Black Pansy ... 166
Marsala ... 139
Spring Rose ... 583
Southwold ... 531
Ben Eion ... 75

6.—THE PHAETHON STAKES.—Handicap. Value \$400. Second to receive \$100; and third \$50. For China ponies entered at any Gymkhana meeting or meetings of the season 1906, and griffins on date of entry. Previous winners and non-starters at this meeting barred. Entrance \$10. One mile and a quarter.

Mr. Brutton's Preston, 10st 10lb (Vida) 1
Messrs. T. F. Hough and R. Shewan's The Pride of Cadzow, 11st 0lb (Mackie) 2
Mr. H. P. White's Zapeter, 10st 8lb (Dupree) 3
Mr. Ellis Kadorie's Manchurian Chief, 10st 7lb (Zahn) 0
Mr. Buxey's Melrose, 10st 10lb (Master) 0
Mr. John Peel's Craven, 10st 2lb (Gresson) 0

*4 lb. over.
To a good start Manchurian Chief went away leading from The Pride of Cadzow, with

Zapeter third, Craven fourth, Preston fifth and Melrose last. The order passed the Stand was the same as at the start and there was no change as far as the Bowington Gate when Zapeter drew up slightly to Cadzow; Melrose and Preston kept company at the rear. At the foot of the hill Preston began to work up gradually and without trouble got into fifth and fourth positions respectively. Manchurian Chief's chance now began to wane, and he steadily dropped out of the race being overtaken by Zapeter and Preston respectively. A fine race, ensued in the home straight. The Pride of Cadzow, to general surprise, wrested second position from Zapeter who was third. Melrose finished last. Preston's in was by about three lengths.

Time: 2:46 3/5
Winner: \$13.10
Pari-mutuel: 1st \$5.50; 2nd \$15.50; 3rd \$9.20
The bettings were:
Winners:
The Pride of Cadzow ... 50
Manchurian Chief ... 94
Melrose ... 289
Zapeter ... 131
Craven ... 41
Preston ... 315
Placed Betting:
The Pride of Cadzow ... 78
Manchurian Chief ... 135
Melrose ... 363
Zapeter ... 182
Craven ... 72
Preston ... 623

7.—THE GOVERNOR'S CUP.—Presented by His Excellency Sir Matthew Nathan, K.C.M.G. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1906-1907. Weight for inches as per scale. Previous winners of one race 7 lb. extra; of two or more races 10 lb. extra. Unplaced runners allowed 3 lb. Entrance \$10. One mile.

Mr. W. G. Clarke's Vagabond, 10st 12lb (Johnstone) 1
Mr. C. Paul Chatter's Rust, 11st 12lb (Dupree) 2
Mr. Buxey's Small Rose, 10st 12lb (Master) 3
Mr. John Peel's Bilsdale, 10st 12lb (Gresson) 0
Messrs. Parker and Mackie's No Savvy, 11st 10lb (Moller) 0
Mr. Hursiham's Wicked, 10st 12lb (Gegg) 0
Mr. Medico's Nigel, 11st 10lb (Vida) 0
Mr. A. J. Williams' Brython, 10st 12lb (Zahn) 0
Mr. Wayfoong's As Usual, 10st 9lb (Hickman) 0

*3 lbs allowance.
A capital start for such a large field. Rust led the bunch in passing the Stand, Small Rose was second, and No Savvy third, Wicked a long way behind last. Rust led for the next half mile. Vagabond at the hill climb got into fifth position and steadily drew level with Small Rose. At the village Rust led from No Savvy who, gradually, dropped into third and then fourth positions, Vagabond and Small Rose making great efforts for the leadership which Rust was compelled to surrender to Vagabond. The latter passed the Judge's Box the winner by two lengths from Rust second, Small Rose a good third and No Savvy was fourth. As Usual was last.

Time: 2:10
Winner: \$10.30
Pari-mutuel: 1st \$5.70; 2nd \$8.10; 3rd \$7.70.
The bettings lists as posted were:

Winners:
Small Rose ... 181
Bilsdale ... 23
Vagabond ... 260
No Savvy ... 116
Rust ... 131
Wicked ... 15
Nigel ... 83
Brython ... 39
Asusual ... 13
Placed Betting:
Small Rose ... 246
Bilsdale ... 43
Vagabond ... 659
No Savvy ... 212
Rust ... 217
Wicked ... 35
Brython ... 63
Nigel ... 148
Asusual ... 33

8.—THE CONSOLATION STAKES.—A sweepstakes of \$10 each with \$300 added. Second to receive \$100; and third \$50. For China ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Three quarters of a mile.

Mr. John Peel's Quorn, 11st 10lb (Gresson) 1
Mr. Buxey's Coronet Rose, 11st 10lb (Master) 2
Mr. F. B. Marshall's Tip Cat, 11st 10lb (Vida) 3
Mr. Copenhagen's Crisis, 10st 12lb (Zahn) 0
Mr. John Peel's Southdown, 10st 10lb (Johnstone) 0
Mr. Fae's Comanche, 11st 10lb (Moller) 0
Tip Cat was led to the post. There was one false start. When the flag dropped, Tip Cat was several lengths from the second pony; Quorn and Southdown third, and Coronet Rose and Comanche being practically left at the post. As far as the race the ponies went up in processional order with several lengths separating one another. At the village Tip Cat slowly lost his lead to Quorn, pursued by his companion, Southdown. Coronet Rose spurred, and came gamely down the straight; but the distance was much too short to enable him to make up for the wretched start he had had. Quorn won by a neck from Coronet Rose with Tip Cat third. It was Gresson's first win this season. He received an enthusiastic reception. "Hurrahs" and a "tiger" rang out for the winner on his return to the enclosure.

Time: 1:33
Winner: \$55
Pari-mutuel: 1st \$13.50; 2nd \$8.20; 3rd \$9.50.
The bettings were as follows:
Winners:
Coronet Rose ... 331
Crisis ... 41
Southdown ... 239
Comanche ... 257
Quorn ... 88
Tip Cat ... 139
Placed Betting:
Coronet Rose ... 331
Crisis ... 41
Southdown ... 239

Southdown ... 317
Comanche ... 433
Quorn ... 136
Tip Cat ... 247
9.—THE CHAMPION STAKES.—With \$500 added. Second to receive \$200; and third \$100. For China ponies, winners at this meeting only. A forced entry. Entrance \$20. Winners of two races \$30; of three or more races \$50. Weight for inches as per scale. One mile and a quarter.

Mr. Buxey's Triumph Rose, 11st 10lb (Dupree) 1
Mr. Buxey's Glorious Rose, 11st 10lb (Master) 2
Mr. John Peel's Cotswold, 11st 10lb (Gresson) 3
Mr. Brutton's Kingston, 11st 10lb (Brutton) 0
Mr. John Peel's Ard Patrick, 11st 10lb (Johnstone) 0
Mr. Carruthers' Homocoe, 10st 10lb (Cruckshank) 0
Mr. Wengard's White Blaze, 11st 10lb (Cox) 0
Mr. Copenhagen's Cosmopolitan, 11st 10lb (Zahn) 0

Mr. Brutton's Preston, 10st 10lb (Vida) 0
Considerable interest was manifested in the race for the Champion Stakes. Glorious Rose (Master up) was the first pony chalked on the board. Mr. Buxey sent out two, the other being Triumph Rose. Mr. John Peel was also represented by a couple of contestants; so also was Mr. Brutton with his Kingston and Preston. Marsala's non-appearance was a disappointment. Homocoe, the invincible "sub," commanded a large amount of public patronage. There were two false starts; the Roses each time giving trouble at the post. When the flag dropped Kingston was in the lead, then Cosmopolitan, Glorious Rose and White Blaze was last. It did not take Wengard's representative long to make up for the disadvantage he had at the start. When the field galloped past the Stand Cosmopolitan was first, Kingston second, White Blaze third, Glorious Rose fourth and Preston last. In this order they wheeled round the Golf Club bend and then to the gate where White Blaze caught up to Kingston. The latter for a short while went into first position, then yielded it again to Cosmopolitan. White Blaze gradually falling out of the race. Cotswold (Gresson up) at this stage made a determined effort to close in with the leaders. At the village the Roses were coming up strong. A splendid race ensued to the end. Cotswold gamely contended for the honours; but the Roses were much the better ponies. As Glorious Rose was ridden easily home by Master, Triumph Rose rushed up and won by two lengths from his stable companion in the rattling good time of 2:38 3/5. The same pony won the Champions for Mr. Mody last year in 2:56 4/5. There were many ringing cheers for rider and owner at the conclusion of the race.

Time: 2:38 3/5
Winner: \$12.50
Pari-mutuel: 1st \$20.40; 2nd \$6.20; 3rd \$12.60.

Prince Fushimi and suite left the Course after this race with the Governor and Stakes. 10.—THE NIL DESPERANDUM STAKES.—A sweepstakes of \$5 with \$300 added. Second to receive \$100; and third \$50. For China ponies, subscription griffins of this season 1906-1907 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount allowed 5 lb. Five furlongs.

There were twelve starters.
Mr. C. H. Ross's Ben Wyvis II, 11st 10lb (Moller) 1
Mr. Magpie's Cherub, 11st 10lb (Vida) 2
Mr. D. McDonald's Highland Bonnet, 11st 10lb (Zahn) 3
Time: 1:18 4/5
Winner: \$22.80
Pari-mutuel: 1st \$8.20; 2nd \$15.20; 3rd \$11.00.

THE WEATHER.

The following report is from Mr. F. C. Figg, First Assistant of the Hongkong Observatory:—
On the 21st at 11.55 a.m.—The barometer has fallen over Japan owing to the depression which is off the S.E. coast and moving apparently to the N.E.

Pressure has increased slightly over China, the high pressure area still being central over the continent to the North of the Yangtze.

Very strong monsoon may be expected along the China coast, and over the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N. winds fresh; cloudy, dull.
2.—Formosa Channel, N.E. winds, strong.
3.—South coast of China between Hongkong and Lamock, N. winds, strong.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

In the Supreme Court of Judicature, Court of Appeal before Lord Justice Cornhill and Lord Justice Fletcher Moulton, the case of Caine and Others v. The Palace Shipping Company, Limited, has been heard. This was an application by the defendants for a stay of execution pending an appeal to the House of Lords. The action was brought by seamen against shipowners to recover wages and maintenance in respect of a period of time after the seamen had refused to proceed on a voyage from Hongkong to the Japanese port of Sasebo during hostilities between Russia and Japan. The Court of Appeal held that the plaintiffs were entitled to recover both wages and maintenance. After hearing counsel the Court ordered that there should be a stay pending the appeal to the House of Lords on the following terms:—The defendants to pay over to the solicitor for the plaintiffs forthwith the following sums, which have been paid or advanced by the plaintiff to these plaintiffs:—Fitzgerald, £169 6s. 1d.; O'Neill, £168 5s. 6d.; Foster, £168 14s. 10d. The defendants to pay over to the solicitor for the plaintiffs also forthwith the moiety of the sums recovered by the five other plaintiffs, the said moiety not to be repaid by or recoverable from the said five plaintiffs, whatever the result of the appeal. The defendants also to pay to the solicitor for the plaintiffs the costs ordered by the judgment and the costs of this application when the said costs respectively have been taxed.

F.H. PRINCE FUSHIMI.

ARRIVAL IN HONGKONG.

Once again has Hongkong had to welcome Royalty to its shores, this time the Royal visitor being His Imperial Highness Prince Sadanara Fushimi, cousin of His Imperial Majesty the Emperor of Japan, and brother-in-law of that Prince Arisugawa whom we had the pleasure of welcoming here some eighteen months ago. Prince Fushimi is now on his way to England on a special mission from His Imperial Majesty the Emperor of Japan to His Majesty King Edward VII, by way of returning the special visit of His Royal Highness Prince Arthur of Connaught and the Garter mission to Japan last year.

The P. and O. s.s. *Devanha*, with His Imperial Highness Prince Fushimi and party on board, arrived in the harbour at an early hour this morning, and soon after she had taken up her position at her moorings Captain Coleman, A.D.C., on behalf of His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., proceeded on board to welcome the Imperial visitor to Hongkong, being accompanied by Mr. Tanaka, Japanese Consul at this port. The hour for landing had been set for twelve o'clock, noon, and long before that hour immense crowds had gathered along the Praya Central, in the vicinity of Blake Pier. At Blake Pier itself was lined up a guard of honour drawn from the 3d Middlesex Regiment with Band and Colours. On the Pier which had been gaily decorated with palms and bunting, and laid with red baize along its entire length, waiting to receive the Imperial visitor were His Excellency Major-General Broadwood, G.O.C., and staff, Messrs. M. Kobayashi, Manager, Mitsui Bishi Co.; T. Takamichi, Manager, Yokohama Specie Bank; K. Matsuda, Manager, Toyo Kisen Kaisha; T. Arima, Manager, Osaka Shosen Kaisha; A. S. Mihara, Manager, Nippon Yusen Kaisha, and others having gone on board the *Devanha* to welcome their Imperial countryman.

The weather was dull and over-cast, and a fresh east wind was blowing, making it anything but pleasant for those waiting about in such an exposed locality as Blake Pier and its vicinity, and neither was it auspicious weather in which to receive our ally's relative, when passing through on his mission to our Sovereign. Shortly before noon the launch *Victoria* was seen to leave the side of the *Devanha*, the first boom of the imperial salute announcing the fact to the Colony. Quickly she passed the intervening space between the wall steamer and the Pier, and no time was lost in landing. As His Imperial Highness stepped ashore the guard presented arms, the Band breaking into the Japanese National Anthem, *Kima-Gawa*, while His Imperial Highness and staff stood at attention. His Excellency the General Officer Commanding then received the Imperial guest, and introduced those present, Mr. Tanaka, Japanese Consul, performing the same office for his countrymen; His Imperial Highness shaking hands with all present. The Imperial party then entered the Government House chairs, which were in waiting, and accompanied by Mr. R. A. B. Pensonby, and escorted by a posse of Indian Police, proceeded to Government House, where His Imperial Highness the Governor, Sir Matthew Nathan, was waiting to receive them, and where they will stay for the next two days, until the s.s. *Devanha* is ready for sea again, when they will proceed in her, via Singapore, as far as Colombo, where they will transfer to the home-bound for Marseilles.

Prince Fushimi left Yokohama on the 12th inst., by the s.s. *Devanha*, en route to England, having left Tokio at 10.15 by train that morning after taking leave of His Majesty the Emperor. Prince Arisugawa, and other Princes of the Imperial family, Marquis Ito, Marquis Yamagata, and a large number of other distinguished officials and Peers assembled at Shimbashi Station to see the Prince off. Prince Higashi Fushimi, Prince Kwachio, and Prince Kuni accompanied H.I.H. to Yokohama by the same train. At 11.05 a.m. his Imperial Highness embarked on the *Devanha*, which, steamed slowly out of the harbour, amidst a mighty *bang* from the large crowd assembled.

His Imperial Highness's suite consists of Admiral Baron Yamamoto, Ex-Minister for the Navy; General Baron Nishi, Colonel Matsui, Captain Takarabe, Commander Kato, and Cavalry Captain Utaoka.

IN HONOUR OF THE IMPERIAL TRAVELLER.
Mr. Luke E. Wright, the U.S. Ambassador at Tokio, gave a dinner on the 31st ultimo at his residence in honour of H.I.H. Prince Fushimi, who is about to leave Japan on an Imperial mission to England. In addition to His Imperial Highness there were also invited Marquis Ito, Resident-General of Korea, Prince Tokugawa, President of the House of Peers, Baron Suematsu, Admiral Yamamoto, General Nishi, and the foreign Diplomatic Corps. His Imperial Highness arrived in Shanghai on the 19th inst. by the *Shanghai*, and the local Japanese Association arranged to have an "at home" at the residence of the Manager of the Nippon Yusen Kaisha, No. 3, North Yangtze Road, in honour of the Mission on the same afternoon, at which H.I.H. Prince Fushimi consented to attend. Admiral Baron Gonbyo Yamamoto (Minister for the Navy during the Russo-Japanese War and now a member of the Supreme Council of War) and General Baron Kwajiro Nishi who commanded the Second Army Division during the late war, and then took command of the 1st Army Division, are among the suite. Prince Fushimi, who was born on April the 28th, 1858, and married on the 6th Oct., 1876 to Princess Toshiko, daughter of the late Prince Arisugawa, was in command of a Brigade during the China-Japanese war; represented the Mikado at the Coronation of Czar Nicholas; commanded the First Army Division at the battle of Naushan, Russo-Japanese war; was promoted General in June, 1904; and attended the St. Louis Exposition as Court Representative.

A MISHAP AT THE START.
From the *N. G. D. News* we learn that, on the 14th inst., the *Devanha* had to put back to Kobe, having been in collision with the Japanese steamer *Shinku Maru* (1640 tons net) in the Inland Sea, near Hitsuagahama, the *Devanha* being struck on the starboard bow, the damage, fortunately, not being of a serious nature. The *Devanha* was placed in the hands of the Kawasaki Dock Company at Kobe, who pushed through the repairs with all possible despatch, so that she was enabled to sail before noon the following day. Before leaving Kobe

Imperial Highness telegraphed to the Emperor his appreciation of the attention and service of Capt. T. H. Hido, R.N., of the *Devanha*, and the arrangements made for his comfort on board that vessel. The Prince will remain in Paris for a time awaiting the arrival there of Admiral Baron Yamamoto, ex-Minister for the Navy, who is to accompany the Prince to England and who to leave Japan on the 3rd prox.

THE SUITE.
The personnel of the suite accompanying His Imperial Highness on the *Devanha* is as follows: General Baron Nishi, Colonel Matsui, Captain Takarabe, Commander Kato, and Cavalry Captain Utaoka. Of these General Baron Nishi is a Privy Counsellor, and was born in Satsuma in 1847, and is consequently sixty years of age. He entered the diplomatic service early, and was Minister at St. Petersburg from 1886 to 1896, Minister for Foreign Affairs 1897 to 1898, under the Marquise and to administration; Minister to Peking on the occasion of the North China trouble, and was one of those who sustained the memorable siege. He was created Baron in 1895.

Referring to the visit of His Imperial Highness to England, the *Times* of the 19th inst. says the visit of Prince Fushimi to England will give a welcome opportunity for all classes in Great Britain to prove that the sentiments of the whole nation towards Japan are unaltered.

To-day's Advertisements.

THE CHAMPAGNE HOUSE.
DEUTZ & GELDERMANN (GOLD LACK).
ESTABLISHED IN 1838 AT A Y, FRANCE.

WANTS CAPABLE AGENTS, to do Business Directly, without middleman, would deposit stock of Champagne. Write directly, with references, to the above address. Hongkong, 21st February, 1907. [247]

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by

PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on

THURSDAY,
the 28th February, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,
300,000 EGYPTIAN and TURKISH CIGARETTES,
in Packets and in Tins
(in Good Order and Condition).
TERMS:—As usual.

HUGHES & ROUGH,
Auctioneers.
Hongkong, 21st February, 1907. [246]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer

"MACEDONIA,"
FROM LONDON, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mooltan*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 27th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st February, 1907. [2]

HAMBURG-AMERIKA LINE.

THE H. A. L. Steamship

"BRASILIA,"

Captain Russ, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 P.M.

Any Cargo impeding her discharge will be landed into the Godowns and for extraordinary Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 21st February, 1907. [245]

STEAM TO CANTON.

THE New Twin Screw Steamship

"KWONG TUNG," 1,738 Tons, H. W. WALKER.
Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unexcelled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S. S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 14th January, 1907. [16]

Intimations.

THE
ROBINSON PIANO
CO., LD.

TALKING
MACHINES
AND
RECORDS.

New Stock just arrived
LARGE AND VARIED
ASSORTMENT

MUSIC.
Comic Opera Scores
and Dance Music.

RECEIVED BY EVERY MAIL.

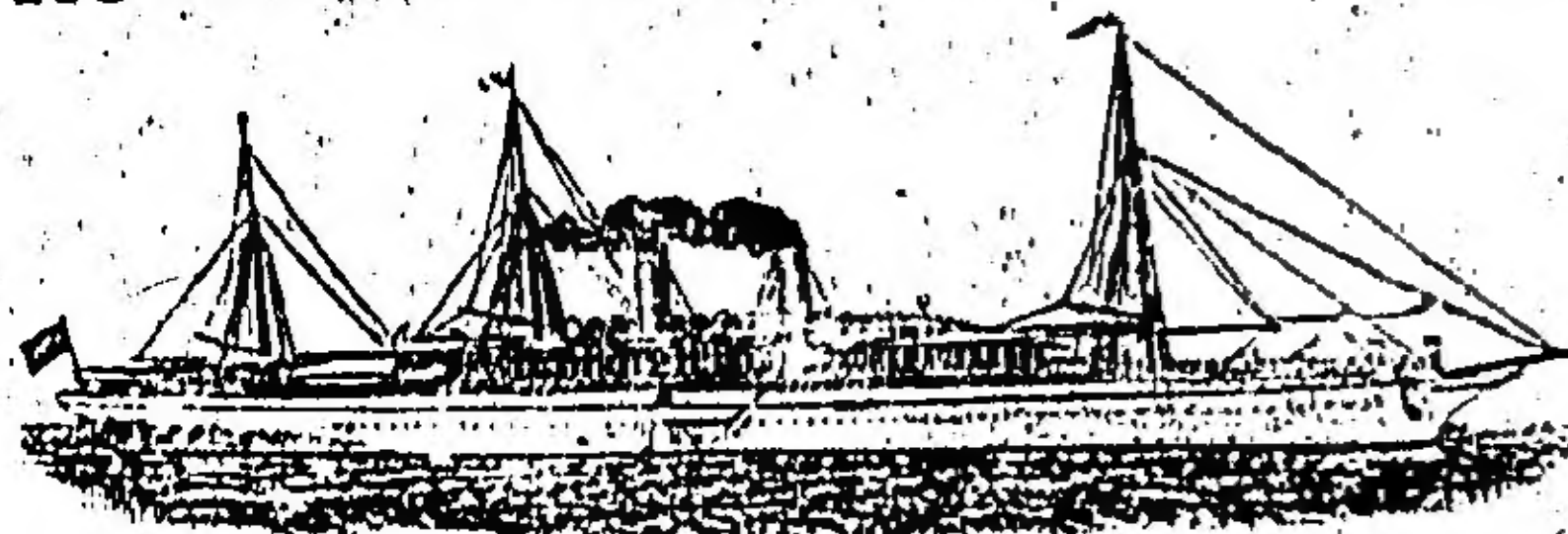
Hongkong, 20th November, 1906. [13]

LIQUEURS.

	Per Bottle.	Per 12 Bottles.
Absinthe	\$1.75	—
Anisette	2.50	\$1.50
Apicot Brandy	3.75	—
Benedictine D.O.M.	3.00	1.75
Blackberry Brandy, French	2.50	1.00
Do. Do. American	1.20	0.80
Chartreuse, Yellow	4.25	2.25
Do. Green	5.25	3.25
Coffee and Cream (Austrian)	2.50	1.50
Cherry Brandy (Heering's)	2.00	1.50
Do. Whisky (Freny File)	2.75	1.50
Cocktails, Manhattan, Martini, Gin, &c.	—	1.00
Creme D'abricots	2.50	—
Do. de Cacao	2.50	—
Do. de Framboises	2.50	—
Do. de Menthe	2.50	1.40
Do. de Moka	2.10	—
Do. de Noyaux	2.50	—
Do. de Prunelle	2.50	—
Do. de Vanille	2.50	—
Do. de Violettes	2.50	—
Curacao, Red and White	2.50	—
Kummel (Gink)	1.50	—
Lime Juice	1.20	—
Marschino	2.50	1.50
Mandarinette (Very Choice)	—	2.50
Orange Gin	1.20	—
Peach Brandy	4.00	—
Peppermint (Get Freres)	2.25	1.40

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF JAPAN".....	6,163	WEDNESDAY, February 27th.....	March 23rd
"TARTAR".....	4,475	WEDNESDAY, March 27th.....	April 1st
"EMPEROR OF CHINA".....	6,000	THURSDAY, April 11th.....	April 29th
"EMPEROR OF INDIA".....	6,000	THURSDAY, April 25th.....	May 13th
"ATHENIAN".....	3,882	WEDNESDAY, May 8th.....	June 1st

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... 214 St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railways..... £40. " " £42. R.M.S. "EMPEROR," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, according to superior accommodation for that class. Passengers booked through to all points and around the world. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, Hongkong, 20th February, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI VIA SWATOW.....	"KWONGSANG".....	THURS., 21st Feb., daylight.
MANILA.....	"LOONGSANG".....	FRIDAY, 22nd Feb., 4 P.M.
TIENSIN.....	"CHEUNGSHING".....	SATURDAY, 23rd Feb., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 20th February, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO
NINGPO AND SHANGHAI.....	"KIUKIANG".....	22nd February, 4 p.m.
CEBU AND ILOILO.....	"TAIYUNG".....	25th " "
MANILA.....	"TAMING".....	26th " "
TSINGTAO AND CHEFOO.....	"KWANG".....	26th " "
TIENSIN.....	"KUEICHOW".....	27th " "
SHANGHAI.....	"YUCHOW".....	1st March, " "
MANILA, ZAMBOANGA, PORT LARK, WIN, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, YOKOHAMA AND KOBE.....	"CHANGSHA".....	18th " "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. * The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 21st February, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. Almond.....	MANILA	SATURDAY, 23rd Feb., at Noon.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 2nd Mar., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th February, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "LOWTHER CASTLE"..... Arrival The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHENANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers, offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amply lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the s.s. "SILESIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
HABSBURG.....	3rd March.
RHENANIA.....	1st April.
HOHENSTAUFEN.....	30th April.
SILESIA.....	31st May.
SCANDIA.....	30th June.

Hongkong, 9th February, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI, AND NAGASAKI.

THE Steamship "ARRATON APCAR."

Captain A. Stewart, will be despatched for the above Ports, on SATURDAY, the 23rd instant, at Daylight, instead of as previously advertised. This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly qualified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 21st February, 1907.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "GREGORY APCAR."

Captain S. H. Belsop, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 21st February, 1907.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR KUDAT AND SANDAKAN. Taking Cargo at through rates to Tawau, Lahad Dato, Labuan, Jolo, Menado and Zamboanga.

THE Steamship "BORNEO."

Captain F. Semblin, (ready to load to-morrow, the 22nd instant) will leave on SATURDAY, the 23rd inst., at 9 A.M.

For Freight or Passage, apply to NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 21st February, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EASTERN."

Captain McArthur, will be despatched as above, on SATURDAY, the 2nd March, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 29th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK: S.S. "MUNCASTER CASTLE".....12th March. S.S. "LOWTHER CASTLE".....21st March.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 29th January, 1907.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE 50s per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities. Sole Agents—SIEMSEN & Co. Hongkong, 10th January, 1907.

To Let.

TO LET.

IMMEDIATELY the spacious premises on the Ground Floor of No. 2, PEDDER STREET, at present occupied by Messrs. HARRIS KEENEY CO., LTD.

Apply to—GILMAN & Co., Hongkong, 22nd January, 1907.

TO LET.

IN AUSTIN AVENUE, KOWLOON, Nos. 2, 6, and 7. From 1st March, 1907.

Apply to—COMPTON DEPARTMENT, E. D. SASSOON & Co., Hongkong, 12th February, 1907.

TO LET.

NO. 6, PEDDAR'S HILL, comprising of 5 Rooms with Out-houses, occupation from 1st proximo.

GROUND FLOOR of No. 4, DES VŒUX ROAD including a Strong-Room and Servant Quarter.

ROOMS on Second Floor of Victoria Building, No. 5, QUEEN'S ROAD CENTRAL. Apply to—DAVID SASSOON & Co., LTD. Hongkong, 4th February, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—HONGKONG & KOWLOON LAND & LOAN CO., LTD., No. 8, Queen's Road West. Hongkong, 22nd January, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vœux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—HO TUNG, Comptroller Department, Jardine, Matheson & Co. Hongkong, 26th September, 1906.

TO LET.

FOUR-ROOMED HOUSES at PRAYA EAST, near East Point.

Apply to—JARDINE, MATHESON & Co. Hongkong, 2nd January, 1907.

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

A HOUSE in RIFON TERRACE, GODOWNS ON PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in WONG-NEI-CHONG ROAD, FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 15th February, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shameen, Canton.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 10th December, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 31st July, 1906.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager. Hongkong, 22nd June, 1907.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "LOTHIAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 14th February, 1907.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 9.30 A.M.

All Claims must reach us before the 25th instant, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 15th February, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"MANILA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 24th instant, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns. E. A. HEWETT, Superintendent.

Hongkong, 18th February, 1907.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Dordogne and Charente, and from Havre ex s.s. Charente, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 3 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after MONDAY, the 25th February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 25th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th February, 1907.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LIMITED, Agents.

Hongkong, 19th February, 1907.

THE VALUE OF SILVER.

It will have been noticed that the daily fluctuations in the price of silver are much more violent than they used to be, says a writer in the Daily Telegraph, London, and it is interesting to try and discover the cause, as well as the reason for the substantial recovery which has occurred during the last three years. With this object it is necessary to recall some ancient history. For forty years prior to 1873 the price of the metal moved between comparatively narrow limits, viz., between 59½d. and 62½d. per ounce. From 1873, when the demonetisation of silver was announced by Germany, the price steadily declined, with a partial and temporary recovery towards the close of 1879 and the beginning of 1880, on the suspension of sales by the German Government, which was reckoned to have withdrawn up to then over £5,000,000 of its silver coinage. In 1880, too, an attempt had been made in the United States to arrest a further decline by the passing of the Bland Act, which authorised the Treasury to buy \$4,000,000 of silver a month for minting purposes; but the "losing" of the French mints to the white metal in '87, and its ever-increasing production, rendered the American action of little effect, and the shrinkage soon recommenced, until in 1889 the price had got down to 47d. per ounce. In the following year a fresh effort was made in the United States, and the Sherman Act was passed, which not only compelled the Treasury to purchase \$50,000,000 of silver a month, but also provided that 200,000,000 oz. should be coined into dollars every month. This artificial legislation, as could have been foreseen, stimulated production more than ever, and after a momentary rally to 54d. the fall was resumed. The last straw was the closing of the Indian mints to free coinage in 1898, coupled with an import duty of 5 per cent, followed by a panic in the United States, which was only allayed by the repeal of the Sherman Act.

Subsequent events, including the adoption of a gold standard by Japan, the Straits Settlements and more recently the closing of mints in Mexico, all tended to lower the value of silver, the extreme point of depression being reached in November, 1902, when the quotation touched 21 11/16d. per ounce. Since then there has been an improving tendency, due to a variety of causes, to which reference is made late on. But it may be well here to show the world's output of silver for the last fifteen years as compiled by the Director of the United States Mint.

WORLD'S SILVER PRODUCTION.

	U.S.A.	Mexico.	Australia.	Total incl all other producers.
1891	58,327,000	35,719,000	10,000,000	1,07,046,000
1892	63,500,000	39,505,000	11,437,000	1,14,442,000
1893	60,000,000	44,371,000	20,501,000	1,24,872,000
1894	49,500,000	41,000,000	18,073,000	1,08,573,000
1895	53,727,000	46,631,000	19,507,000	1,20,865,000
1896	59,350,000	45,719,000	19,230,000	1,24,300,000
1897	53,800,000	50,000,000	19,800,000	1,23,600,000
1898	54,428,000	52,738,000	19,491,000	1,26,657,000
1899	54,764,000	51,612,000	19,087,000	1,25,463,000
1900	57,647,000	50,438,000	19,310,000	1,27,395,000
1901	55,214,000	50,650,000	19,230,000	1,25,094,000
1902	55,500,000	60,177,000	8,025,000	1,23,602,000
1903	54,900,000	78,500,000	9,683,000	1,39,083,000
1904	37,780,000	66,800,000	14,559,000	1,19,139,000
1905	38,101,000	64,330,000	12,800,000	1,15,231,000

It will be seen from the above table that, apart from small increases in 1898, 1900, and 1901, there has been no appreciable growth of production since 1893; while since 1891 there has been a decreasing tendency, with quite a decided falling off in 1905 as compared with the previous year. On this showing alone it is not surprising that, whereas the average price in 1902 was only 24 1/16d. per ounce, in 1903 it was 24 3/16d., in 1904 it was 26 1/16d., and in 1905 it recovered to 27 3/16d., while for the current year the average will probably work out between 31d. and 32d. per ounce.

As an offset to the demonetisation of silver unusually large purchases were made by Russia and Japan for the late war requirements and by the latter in connection with developments in Korea and Manchuria. Then, too, the United States instead of being a persistent seller, has lately become a buyer, partly for the Philippines and partly for its own subsidiary coinage; and the Secretary to the Treasury has recently

